

COUNCIL
AGENDA

JUN 16, 1976

THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

DATE: WEDNESDAY, JUNE 16, 1976
TIME: 10:00 A.M.
PLACE: CITY COUNCIL CHAMBERS
1 City Centre Drive
Mississauga, Ontario

1. PRESENTATION

Mr. Terry Jones, M.P.P., will be present to present to the Mayor, a cheque from the Provincial Government, under the Community Recreation Act.

2. FILE 121-76 - INDUSTRIAL LANDS (HART FARM AND CANADIAN ARSENALS PROPERTY)

Report dated June 10, 1976, from Mayor M. L. Dobkin regarding the properties known as the Hart Farm and the Canadian Arsenals property.

3. FILE 86-76 - TRAFFIC BY-LAW (MALTON AREA TRAFFIC STUDY)

Report dated June 10, 1976, from Mayor M. L. Dobkin regarding the Malton Area Traffic Study.

4. PETITION

Petition from the owners of Westwood Abbey. To be received.

5. BY-LAW

A By-law to approve the standard form of Financial Agreements for the City.

6. MOTIONS

Re Bank Erosion Problem - Etobicoke Creek (R. A. Searle)
Re Amendment to By-law 5500 (F. J. McKechnie)

June 16, 1976.

7. IN CAMERA ITEMS

There will be two items to be discussed "In Camera".

8. CONFIRMING BY-LAW

Verbal motion for required number of readings.

9. ADJOURNMENT

Verbal motion

J. J. Wilson

Reviewed by
City Manager



City of Mississauga

MEMORANDUM

2

To Members of General Committee

From M. L. Dobkin, M. D.

Dept. _____

Dept. Mayor's Office

June 10, 1976.

Dear Sir/Madam:

On February 23, 1976 Council passed the attached motion regarding the property known as the Hart Farm located in the Dixie Road--Britannia Road industrial area.

It came to our attention this spring that the Federal Government was about to phase out its operations on the property known as the Canadian Arsenal's property, which is approximately located on the south side of Lakeshore Road East at the foot of Dixie Road.

It also came to my attention that about that time the Metropolitan Toronto and Region Conservation Authority, in their 15 year waterfront plan had a very extensive program for recreational development and land creation at Marie Curtis Park, which is immediately adjacent to the Canadian Arsenal's property.

The Federal Government was proceeding with plans for industrial development on the Canadian Arsenal's property and Federal representatives met with the City Manager and myself on April 23, 1976 in this regard. I expressed to them on April 23rd that I felt it would be advantageous for the City to acquire the Canadian Arsenal's property in order that that property could be developed for recreational purposes, either in conjunction with, or as part of, the proposed Marie Curtis Park development.

As a result of that meeting, we requested a further meeting with the Federal Government and I also requested that the Metropolitan Toronto and Region Conservation Authority sketch up some proposals which could be placed on the Federal property.

...../2

2a

Members of General Committee
June 10, 1976
Page 2

On Friday, June 4th, Councillor Searle and myself met with representatives of the Metropolitan Toronto and Region Conservation Authority, the Ministry of State for Urban Affairs, the Department of Public Works, and members of our staff.

What came out of the discussion was that the City of Mississauga and the Federal Government could agree in principle that the Federal Arsenal's property and its buildings be acquired by the City of Mississauga, in return for a portion of the Hart Farm to be exchanged with the Federal Government. This would be done on an equal value basis, based on appraisals. The Federal Government could then develop either part of, or all of the portion of the Hart Farm which they would receive (consistent with the industrial zoning), or they could sell the land to realize a cash flow from it.

Both Councillor Searle and myself therefore, strongly recommend to Council the following:

1. That the Council of the City of Mississauga agree in principle to a land exchange taking place between Council and the Federal Government based on a duly appraised equal value basis.
2. That the Canadian Arsenal's property be developed for recreational purposes either in conjunction with, or by the M.T.R.C.A., as a continuation of the Marie Curtis Park development.
3. That the Canadian Arsenal's property be considered as a primary recreational hub of the Lakeview community and considered as such in the Serson Park Study.

MLD:sn
Attach.


M. L. Dobkin, M. D.
Mayor

City Manager's Comments
- Mr. Hildy, P.C. Commissioner
may feel some comment on 4th.

2h
(1)
RESOLUTION

February 23 **SESSION** 1976 No. 119

MOVED BY Ron Searle Councillor Ron Searle

SECONDED BY David J. Culham

WHEREAS the property known as the Hart Farm consisting of some 104 acres, more or less, was purchased by the then Town of Mississauga in 1972 for \$1,150,000. and

WHEREAS the intent of that purchase was to provide a suitable site for the relocation of salvage and wrecking yards situated elsewhere in the City, particularly those yards benefiting from pre-existing non-conforming zoning designation in an otherwise residential area and,

WHEREAS a Zoning was established specifically for this purpose, and designated as M2A and 67.9 acres of the total were so zoned, and

WHEREAS 9.9 acres of the balance were zoned M2 Industrial, less approximately 3 acres which were subsequently reserved as a Fire Department Station site and,

~~WHEREAS it has been determined that the wrecking yards are unlikely to~~
02-143

12.1.76

2c

RESOLUTION

(2)

February 23 SESSION 19 76 No. 119

MOVED BY "Ron Searle" Councillor Ron Searle

SECONDED BY "David J. Culham"

~~A relocate voluntarily, A~~

THEREFORE, BE IT RESOLVED that Staff be directed to recommend
to Council a method of ^{disposing of the A} ~~selling the~~ total property for industrial
purposes less the portions reserved for Fire Department use and green
space and further that our Property Agent provide Council with an
up-to-date evaluation of the property.

[Handwritten signature]



City of Mississauga

MEMORANDUM

3

To Members of General Committee
Dept. _____

From M. L. Dobkin, M. D.
Dept. Mayor's Office

June 10, 1976.

Dear Sir/Madam:

On April 6, 1976 the Regional Municipality of Peel presented a Malton Area Traffic Study. This came about as a result of a request I made on December 12, 1975 to the Region of Peel, and grew out of concerns voiced by local residents at a public meeting held in Malton late in 1975.

The Regional Council then referred this study to the City of Mississauga for its comments and has withheld any action on the April 6th report until it has received the comments of the City of Mississauga.

I have reviewed the traffic study with Ward 5 Councillor, Frank McKechnie, and we jointly recommend to Council the following:

1. That recommendations 1, 2, 3, 4, and 5 be adopted.
2. That the advanced green signal at the intersection of Airport Road and Morning Star Drive be discontinued.
3. That pavement markings be undertaken to facilitate two left turn lanes for southbound Goreway Drive at Derry Road.
4. That a right turn slip off be constructed for eastbound Derry Road traffic to turn south on Airport Road.
5. That left turns be prohibited for eastbound Rexdale Road traffic at Indian Line.
6. That right turns be prohibited for westbound Rexdale Road traffic at Indian Line.

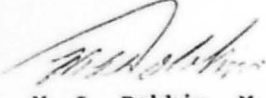
...../2

3a

Members of General Committee
June 10, 1976
Page 2

7. That a second lane be added to the south side of Derry Road, for eastbound Derry Road traffic, from Torbram Road to the present four lane section of Derry Road in the old police village of Malton.
8. That the City of Mississauga place a "no truck" ban on Goreway Drive from Brandon Gate to the northern City limits and the section of Goreway Drive between Derry Road and Brandon Gate be designated "local truck traffic only".

MLD:sn
Attach.


M. L. Dobkin, M. D.
Mayor

City Manager's Comment
-Recommendation 8 to (D) are either beyond or better jurisdiction
-Item (8) has been reviewed with staff & C.C. BY.

4
4/11/76 SV:1
3h

The Regional Municipality of Peel

April 6th, 1976.

File: T-550

Chairman and Members,
Public Works Committee,
Region of Peel.

Re: Malton Area Traffic Study

In a letter dated December 12, 1975, Mayor M. L. Dobkin requested the Region to carry out a traffic study in the Malton area in co-operation with the City of Mississauga. The study was requested in response to the concern voiced by the local residents in the Malton area, with regards to the traffic operations on the road network.

In response to this request a traffic operations study was undertaken by the Region. The aim of the study was to identify the locations where problems exist and to find solutions which could be implemented quickly and with a relatively small expenditure of money. A copy of this study is attached.

The study findings indicated that there are a number of intersections on the Regional Roads in the Malton area where traffic operation problems exist. These, for the most part, can be corrected quickly and with a minimum expenditure of money. The main exception to this is the intersection of Airport Road at Derry Road where, as you are no doubt aware, further improvements to the intersection can no longer be realized without major construction taking place.

In view of the findings of the Malton area traffic operations study,

IT IS RECOMMENDED THAT:

1. At the intersections of Airport Road at Morningstar Drive and at Thamesgate Road, the southbound left turn movement from Airport Road not be prohibited from 7:00 a.m. to 9:00 a.m.

..2..

gion of Peel

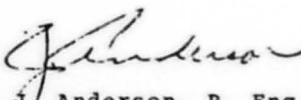
4-2..

3c

2. At the intersection of Derry Road at Goreway Drive,
 - (a) an advanced green signal phase for the eastbound left turning movement during the afternoon peak period be added,
 - (b) additional pedestrain signal heads be installed to provide the necessary direction to the pedestrians,
 - (c) revisions be made to the signal timing and pavement marking to improve the traffic operations,
 - (d) the total estimated cost of \$2,500.00 for these revisions be allocated from the miscellaneous updating portion of the 1976 traffic signal budget.
3. At the intersection of Airport Road at Derry Road dual left turn phases not be added.
4. Council endorse Metropolitan Toronto's proposals to add a northbound and southbound advanced green phase during the afternoon and morning peak periods respectively at the intersection of Rexdale Boulevard and Indian Line.
5. At the intersection of Goreway Drive at Steeles Avenue
 - (a) a full actuated traffic signal installation be installed at an estimated cost of \$18,000.00 which shall be allocated from the miscellaneous updating portion of the 1976 traffic signal budget.
 - (b) the intersection be reconstructed to provide a left turn lane on Steeles Avenue for the westbound left turning movement and a right turn lane on Steeles Avenue for the northbound right turn movement. The estimated cost for the reconstruction is \$30,000.00 which shall be allocated from the 1976 project portion of the Current Budget and transferred from the Airport Road - Road 14 item.
 - (c) the City of Brampton be requested to construct a right turn lane on Goreway Drive as part of their 1976 or 1977 construction program.

WJ
WJSh
Encl.

cc: R. L. Frost,
Regional Clerk.
D. Peper,
Commissioner of Finance.


W. J. Anderson, P. Eng.,
Commissioner of Public Works.

Agreed - subject to inclusion of
adequate funds in 1976 Current
Budget.


3c

nd
t

l to
ians,
ement

s
updat-

ual

add a
ng the
the

nue

hich
ting

left
left
les

976
sferred

a
eir

orks.

to inclusion of
1976 current

A. J. J.

TRAFFIC OPERATIONS STUDY
MALTON AREA

3d
4-3

In a letter dated December 12, 1975, Mayor M. L. Dobkin requested the Region to carry out a traffic study in the Malton area in co-operation with the City of Mississauga. The study was requested in response to the concern voiced by the local residents in the Malton area with regards to the traffic operations on the road network. The Mayor specifically requested that the following items be considered:

1. A no left hand turn from 7:00 a.m. to 9:00 a.m. for southbound Airport Road traffic at the intersections of Airport Road and Thamesgate Road and Airport Road and Redstone Drive (assumed to be Morningstar Drive).
2. All-way stop signs at Morningstar Drive and Brandon Gate, Morningstar and Netherwood Road, and Morningstar and Manion Road.
3. An advance green signal for eastbound Derry Road traffic at Goreway Drive, to turn north.
4. For southbound Goreway Drive traffic a much increased interval for the green signal for the intersection of Goreway Drive and Derry Road.
5. Dual left turn signals at the intersection of Airport Road and Derry Road for Airport Road traffic.
6. A yellow pavement designation on Morningstar Drive at the intersection of Indian Line to designate and provide a left turn facility for those cars proceeding east along Morningstar Drive wishing to turn north on Indian Line.
7. An advanced green signal at the intersection of Indian Line and Rexdale Blvd. to facilitate southbound Indian Line traffic to turn left on Rexdale Blvd.

H-4

3e

THE STUDY

In response to this request a traffic operations study was undertaken by the Region. The aim of the study was to identify the locations where problems exist and to find solutions which could be implemented quickly and with a relatively small expenditure of money.

The traffic operations on the Regional Roads within the Malton area--Steeles Avenue, Derry Road, Rexdale Boulevard, and Airport Road--and the major intersections thereon were reviewed. Turning movement counts, collision studies and site investigations were carried out at all major intersections. In addition, information was obtained from the City of Mississauga on the studies they carried out on the local roads.

Of the study items requested by Mayor Dobkin, items 2 and 6 deal with local roads under the jurisdiction of Mississauga and were therefore studied by the City and are to be reported on separately.

STUDY FINDINGS

The study findings are summarized below, commencing with those items requested by Mayor Dobkin.

1. Item 1 - Left Turn Prohibition

It was assumed that the intersections referred to in Item 1 are the intersections of Airport Road at Morningstar Drive and at Thamesgate Road.

The prohibition of a left turning movement at an intersection is usually only warranted, where this movement is creating a hazardous condition or where due to limited space it is interfering with the through traffic and thus reducing the capacity of the intersection. There are, however, situations where the left turning movement is prohibited in order to discourage the use of a certain street.

(a) Airport Road at Morningstar Drive

During both the morning and afternoon peak periods this intersection is operating at a very good level of service. There are no traffic operation problems. The left turning movement causes no hazard and little interference was noted between the through and left turning movements.

4-5

3f

Approximately 180 vehicles turn left and 90 vehicles turn right from Airport Road onto Morningstar Drive during the morning peak hour. During the afternoon peak hour approximately 240 vehicles turned left and 260 vehicles turned right from Airport Road onto Morningstar Drive. As can be seen, the volume of traffic turning onto Morningstar Drive in the afternoon peak hour is approximately double that which turns onto it in the morning peak hour.

An origin-destination study carried out on Morningstar Drive by the City of Mississauga indicated that 108 vehicles or approximately 40% of the total volume entering onto Morningstar Drive from Airport Road did exit at Goreway Drive. This 108 vehicles however, only represented 16% of the total volume of traffic exiting from Morningstar Drive at Goreway Drive, during the morning peak hour. Therefore, approximately 84% of the traffic volume exiting at this intersection is internally generated.

At the intersection of Morningstar Drive and Indian Line it was observed that only 12 vehicles or approximately 5% of the traffic which entered Morningstar Drive at Airport Road continued through to Indian Line. Of the total traffic volume using Morningstar Drive during the morning peak hour, the origin-destination study indicated that 92% of the traffic volume was generated internally.

The results indicate that the volume of traffic utilizing Morningstar Drive as a by-pass route represents a small percentage of the total volume on Morningstar Drive. As well, it would appear that a large percentage of the volume entering Morningstar Drive from Airport Road has as its destination this area of Malton. Although an origin-destination study was not carried out during the afternoon peak period, it is felt that the results would be similar.

(b) Airport Road at Thamesgate Road

This intersection is presently operating at a level of service of operation of "A". The left turning movement does not appear to be creating a hazard and does not interfere unnecessarily with other vehicles movements.

Approximately 50 left turning vehicles and 20 right turning vehicles turned onto Thamesgate Road during the morning peak hour. During the afternoon peak hour approximately 90 left turning vehicles and 63 right turning vehicles turned onto Thamesgate Road.

4-6

3g

Again, it is noted that the heaviest movement occurs during the afternoon peak hour and is approximately double the volume turning during the morning peak period.

An origin-destination study was not carried out at this location, therefore, it was not possible to come up with an accurate picture of the traffic movement. It is felt however, that since Thamesgate Road leads to local streets only, and there is an advanced green signal to assist the left turning vehicles onto Morningstar Drive, which is a major collector road, the vehicles turning onto Thamesgate Road from Airport Road probably have their destination in that area.

2. Item 3 - Advanced Green Signal - Derry Road at Goreway Drive

There appears to be a very definite directional flow pattern during both the morning and afternoon peak periods at this intersection. Approximately 550 vehicles turned left from southbound to eastbound during the morning peak hour. The reverse flow of 560 vehicles turned from westbound to northbound during the afternoon peak. Similarly, approximately 375 vehicles turned right from southbound to westbound in the morning peak period with a reverse flow in the afternoon peak of 370 left turning vehicles from eastbound to northbound. This directional flow pattern tends to indicate that Goreway Drive is being used quite heavily as a commuter route.

The heavy left turn volume from eastbound to northbound during the afternoon peak indicates the need for an advanced green phase. The heavy southbound to eastbound left turn movement in the morning peak would normally indicate a need for an advanced green, however, the very light opposing volume (76 vehicles) nullifies this need. It should be noted that the addition of the afternoon advanced green phase will necessitate the addition of pedestrian heads to provide directions to the pedestrians.

It was noted that the openness of the intersection and a certain lack of lane definition is causing some confusion to the motorists. Some modifications are required to the pavement marking to correct this situation.

3. Item 4 - Signal Timing - Derry Road at Goreway Drive

In addition to the advanced green interval which is required, the study findings indicated that a complete update in the signal timing is required. This update will, in part provide a longer green time for the north-south movement.

4. Item 5 - Dual Left Turns - Airport Road at Derry Road

The intersection of Airport Road at Derry Road is the major problem intersection in this area. During the morning peak period the intersection is operating at a level of service of "E". In other words, the intersection cannot handle the traffic demand and as a result, traffic is backing up on all approaches. The level of service of operation is "C" during the afternoon peak period. Although not as bad as the morning peak, it has reached the point where traffic is encountering difficulties and where any further increase in traffic volumes will result in the breakdown in the traffic operations at the intersection.

During both the morning and afternoon peak periods the turning movements from southbound to eastbound and the reverse movement from westbound to northbound are extremely light in relation to the other volumes. This would tend to indicate that alternate routes such as Steeles Avenue and Goreway Drive are being utilized.

The study indicated that it would not be practicable to revise the signal timing to provide dual left turn phases at this intersection. During the morning peak period there is not the demand for a dual left turn phase from either the southbound or eastbound left turn movements. With the existing level of service of operation of "E" and the existing physical restrictions at the intersection, it is doubtful whether a dual left turn phase would attract additional traffic to the intersection. The addition of dual left turn phases for the afternoon peak period would reduce the operating level of service at the intersection from level of service of "C" to level of service of "E". This in itself is enough to prohibit the use of dual left turn phases at the intersection.

5. Item 7 - Advanced Green Signal - Indian Line at Rexdale Blvd.

The intersection of Indian Line at Rexdale Blvd., is under the jurisdiction of Metropolitan Toronto, therefore they were requested to carry out the investigation.

The investigation indicated that the provision of southbound and northbound advanced green phases during the morning and afternoon peak periods respectively would improve the traffic operations at the intersection. These revisions in the signal phasing as well as any improvements required at the intersection to accommodate the advanced green phases will be carried out by Metro Toronto early this year.

4-8

3i

6. Intersection of Steeles Avenue at Goreway Drive

As a major link in the Steeles Avenue - Goreway Drive route a study was carried out at this intersection. The study indicated that traffic control signals are warranted. In conjunction with installing traffic signals it would be necessary to reconstruct the intersection to provide a left turn lane for westbound movement and a right turn lane for both the eastbound and northbound movements.

The existing volumes indicate that this intersection is being utilized by motorists on Goreway Drive as an outlet and access point from and to the Malton area. However, with the existing stop sign control and the volume of traffic on Steeles Avenue, motorists making left turns onto or out of Goreway Drive are experiencing longer delays than necessary.

CONCLUSIONS

There are a number of traffic operation problems which exist on the major arterial roads in the Malton area. Generally, these problems can be corrected quickly and with a minimum expenditure of money. The major exception to this, however, is the intersection of Airport Road at Derry Road. Further improvements to this intersection can not be made without major construction taking place. The traffic volumes through the intersection are heavy. As a result some motorists are looking for alternate routes to by-pass this intersection.

Concern has been voiced by the residents of the Malton area northeast of the Airport Road - Derry Road intersection that motorists are using Morningstar Drive and, to a lesser extent, Thamesgate Road as by-pass routes to Goreway Drive, and Indian Line. As a result, it was requested that a left turn prohibition be enacted at both intersections with Airport Road.

The study findings indicate that some motorists may be making use of both Morningstar Drive and Thamesgate Road as by-pass routes, however, they represent only a small percentage of the total volume on these roads. The major traffic volume appears to be generated internally and to be using Morningstar Drive as a Collector road to the major arterials. It also appears that the major volume of traffic turning onto these two roads from Airport Road has its destination in the area. In light of these findings, there is no justification for prohibiting left turns at the intersections of Airport Road at Morningstar Drive and at Thamesgate Road.

4-9

3j

At the intersection of Derry Road at Goreway Drive the traffic operation problems are related to the general openness of the intersection and the need for a complete revision of the signal timing and phasing. The pavement marking should be altered to provide greater direction to the motorists, thus improving the traffic flow through the intersection. Revisions to the signal timing including the addition of an advanced green for the eastbound left turning movement are required in order to further improve the traffic operations. It is expected that with these improvements, more motorists may be encouraged to use this intersection and Goreway Drive for the purposes of by-passing the Airport Road - Derry Road intersection.

Indian Line north of Rexdale Blvd. is not being used as a north-south arterial due to the one lane bridge north of Rexdale Blvd. It is, however, being utilized by the Malton area residents as an access route to Rexdale Blvd. from Morningstar Drive. In this regard, the study indicated that there was a need for advanced green phases for northbound and southbound left turns during the afternoon and morning peak periods respectively. The addition of these phases will greatly improve the traffic operations at this intersection and as a result should attract more traffic to this route.

The intersection of Steeles Avenue at Goreway Drive could play a significant part in making Goreway Drive a viable alternative to Airport Road. It would, however, require signalization and minor reconstruction at the intersection to make it attractive to motorists.

RECOMMENDATIONS

It is Recommended That

1. At the intersections of Airport Road at Morningstar Drive and at Thamesgate Road, the southbound left turn movement from Airport Road not be prohibited from 7:00 am to 9:00 am.
2. At the intersection of Derry Road at Goreway Drive,
 - (a) an advanced green signal phase for the eastbound left turning movement during the afternoon peak period be added,
 - (b) additional pedestrian signal heads be installed to provide the necessary direction to the pedestrians,
 - (c) revisions be made to the signal timing and pavement marking to improve the traffic operations.

the
 enness of
 the signal
 ed to
 ng the
 signal
 e east-
 her
 these
 s inter-
 the

as an north-
 xdale
 residents
 e. In
 r advanced
 ing the
 ition of
 at this
 to this

ould
 alternative
 and
 tive to

rive and
 from
 m.

left
 be added,
 o pro-

at mark-

4-10

3k

- (d) the total estimated cost of \$2500.00 for these revisions be allocated from the revisions portion of the 1976 traffic signal budget.
- 3. At the intersection of Airport Road at Derry Road dual left turn phases not be added.
- 4. Council endorse Metropolitan Toronto's proposals to add a northbound and southbound advanced green phase during the afternoon and morning peak periods respectively at the intersection of Rexdale Blvd. at Indian Line.
- 5. At the intersection of Goreway Drive at Steeles Avenue
 - (a) a full actuated traffic signal installation be installed at an estimated cost of \$18,000.00 which is to be allocated from the 1976 unallocated traffic signal budget.
 - (b) the intersection be reconstructed to provide a left turn lane on Steeles Avenue for the westbound left turning movement and right turn lanes on Steeles Avenue and Goreway Drive for the eastbound and northbound right turn movements respectively. The estimated cost for the reconstruction of \$30,000 is to be allocated from the 1976 current construction budget.
 - (c) the construction of the right turn lane on Goreway Drive shall be subject to approval of the Council of the City of Brampton, and to a cost sharing arrangement with the City being agreed upon.